

U. S. FLYERS BREAK ENDURANCE RECORD

Mr. Root offers "rules to prevent piracy in war." The trouble is that war is piracy. When nations cannot get what they want by commerce, or honest agreement, they go out and take it by force, as they can, as the old pirates went to sea and took the merchantmen.

Often the pirates fought over the spoils. That happens also with nations. It is distressing to see those dear brothers, France and England, accusing and denouncing each other. Balfour says, "French submarines are designed to destroy commerce," meaning England's commerce, scattered all over the world.

"No," replied France, "unless our dear old friend, Perfidious Albion, becomes too overbearing; then the submarines will be useful."

England tells France she will build innumerable craft to destroy submarines, including a great fleet of trawlers, and that she insists on unlimited aircraft carriers. The aircraft carrier, you know, is a ship to carry hundreds of flying machines knocked down in the hold. These machines come up, are assembled in a few minutes, and sent off, each with its little load of dynamite. That's what this country ought to think about in connection with Japan, instead of allowing its boy statesmen to enter into all sorts of crippling agreements.

France and England, warthogs that have just finished warring on Germany and Austria, cannot remain friendly for a few months, what is going to happen in a few years? The world is opening to the artificially-made, very-assorted brotherhood—Sam, Mikado, John Bull, and so on.

Artists gathered in Toronto to discuss heredity announce that they expect soon to explain the "kind of species," how the "kinds of animals," and "man, got their start."

All men come from the "ancestors," appearing on the scene a few hundred thousand years ago, or, as Haeckel and others say, did primitive "kinds of different types appear at various times on different parts of the earth, thus originating the various races—Mongolian, Aryan, Celtic, African, etc.?"

It turns out that we do not descend from animals, as Darwin says, but that the difference between human races descends from animals closely related, but different, that will explain some of our foolishness. Dogs hate cats and wolves, because they are related, but different.

Your humble little brother, the banana fly, is the most useful creature in investigation of heredity. That's interesting. The few that devote attention to bootleg whiskey will like to know what happens to white rats used in scientific alcoholic experiments. A white rat has no ears and you can't make him a whiskey. He doesn't like it. But you can bring the poor creature up in an atmosphere in which he constantly inhales fumes of alcohol. Scientists announce that white rats compelled to inhale alcoholic fumes, against their will, only have one-third as many children as sober rats.

What's more, the children and grandchildren of the alcoholic rats, even though allowed to be sober, are stupid, inferior. What will happen to human children whose parents drink modern bootleg whiskey it is easy to guess.

Those that study the growth of overstimulation will find material in the case of a gentleman named Gandhi, advises fellow Asiatics to get rid of England by passive resistance to buy English goods.

Gandhi, a quiet, determined person, is believed by his followers to be a Mahatma, or "wonder worker."

Legions are growing up around him in the Indian villages. He stops bullets; they do not harm him. He can heal diseases, remove legs and arms that were cut and make them grow. He can do these things, of course, they think he can.

His latest belief is that Gandhi is cotton, manufactured, grown to replace cotton that is no longer to be bought from England. By and by, they will find themselves mistaken in their belief. That is the kind of wonder-worker England likes to deal with. A different type is the Japanese, with a sharp bayonet, or the Sinn Feiner, whose opposition is not passive.

SUSTAINED  
AIR RECORD  
IS BROKEN  
AT GOTHAM

U. S. Flyers Take World Honors  
By Staying Up 26 Hrs., 19 Min., 50 Sec.

By International News Service.  
MINNEOLA, L. I., Dec. 30.—The American-built J. L. 4 monoplane, piloted by Eddie Stinson and Lloyd Bertaud, landed at Roosevelt Field at 11:17:50 a. m. today, establishing a new world's record for an endurance flight. The unofficial flying time was 26 hours, 19 minutes, and 50 seconds.

Flyers Nearly Frozen.  
Officials, newspaper men and a few spectators ran out to the machine as it landed.

Stinson and Bertaud climbed out, their faces and the fronts of their flying suits covered with oil.

"I'm nearly frozen," said Stinson, "but it's good to be able to walk again."

Three fingers of Stinson's left hand and one finger of his right hand were frozen, it was discovered. This occurred when he had to remove his gloves to make an emergency connection between the oil tank and an auxiliary tank at 2 o'clock this morning.

The pump got out of order and refused to function. That accident almost cost Stinson and Bertaud their new record.

The aviators won for them. They punched a hole in the main oil tank and used a rubber tube to siphon fuel from the main tank to the auxiliary tank. Fuel was fed to the motor that way for the last nine hours of the flight.

Previous Record 24 Hours.  
The previous world's record, made by Goliat, biplane in France in June, 1920, was twenty-four hours, nineteen minutes and seven seconds.

Stinson's entire flight was made under the most adverse weather conditions. The start, yesterday, was in a snow storm. Last night the temperature dropped to a few degrees above zero, but Stinson and his reserve pilot, Bertaud, kept in the air.

When sighted early today the plane was flying at a height of 2,500 feet, making great circles around Mineola. Most of the flight was made at a much lower altitude.

Filled with 350 gallons of gasoline, twenty-three gallons of oil, food, coffee, and the two pilots, the plane weighed 5,400 pounds when it left the ground. The machine itself weighs only 2,400 pounds.

Is An All-U. S. Machine.  
A north wind was blowing at the rate of about twenty-eight miles an hour and the temperature was six degrees above zero when the record was broken.

John M. Larsen, of the company which owns the plane, smiled when it was announced that the record had been broken.

"Every part of this machine was made in the United States," he said. "I am glad I had some part in bringing the world's endurance record to this country."

The record-breaking plane, the J. L. 4, took part in the airplane races at Omaha last fall.

Both Stinson and Bertaud, pilot and reserve pilot in the plane, were army fliers during the war. Stinson's home is in McKeesport, Pa. He is well-known as an airplane designer and manufacturer.

Bertaud spent two years in the army air service. He was an instructor at Bolling field, Washington, and at Love field, Dallas, Texas.

The previous record, in France, was made in the summer time. The Larsen plane yesterday took the air in a snowstorm, with a load one and one-quarter as heavy as itself. It fought a heavy wind.

American Flyers Set  
Four World Records  
During 1921

By International News Service.  
NEW YORK, Dec. 30.—With the world's non-stop flight record broken by Pilots Eddie Stinson and Lloyd Bertaud today, American flyers have set four world's records this year, the Aeronautical Chamber of Commerce announced. The other three records were made as follows:

September 28—Lieut. J. A. McCready, of the army drove an airplane to the height of 37,800 feet, breaking the previous record of 33,114 feet, established by Major Rudolph Schroeder.

November 3—Bert Acosta drove a Curtiss navy racer to a speed record in competition in a closed course in the Pulitzer trophy race, going 150 miles at the rate of 176.7 miles an hour. The previous record of 173 miles an hour was made on October 1 by Georges Kirsch at Etampes, France.

August 16—A Loening flying boat rose 17,550 feet with four persons at Fort Washington, N. Y., establishing an efficiency and passenger-carrying record for such a machine, with Dave McCulloch as pilot.

VA. SOCIETY MAN  
ARRESTED WITH  
GIRL IN PARIS

Mrs. Walter "Belle" Hutchins  
Has Harry Nelson Seized  
In Cafe.

PARIS, Dec. 30.—The joyous celebration at a leading Montmartre cafe was rudely interrupted in the small hours of yesterday morning. When the excitement was at its highest pitch, Mrs. Walter "Belle" Hutchins, the former Countess Las-tazzi, who has been prominent for years in international society, arrived with the police.

Upon the identification of Mrs. Hutchins the police arrested Harry W. Nelson, a Virginia society man, who was supping with Mrs. Hutchins' daughter, Solange.

The police declined to give any information, but Mrs. Hutchins declared Solange had left her home with Nelson last June. Mrs. Hutchins was recently the heroine in a "temporary divorce" when she and her husband, who is now believed to be in New York, undertook to try living apart for a year.

The correspondent Solange declared: "It is all mother's fault. She is simply jealous because Nelson preferred me to her and refused to continue his acquaintance after she drove me from home."

I have been forced to take engagements as a dancer at the Moulin Rouge because my mother refused me even a penny of her millions.

"If Harry is brought to trial I shall take the stand and reveal all that I know of the hidden scandals and debauchery of Parisian social life which I learned in my mother's home."

Three Times Married.  
The first appearance of Solange in the news cables came last August when she left her mother's home, announcing she intended to appear in the scantily clad chorus of Aphrodite dancers at the Folies Bergere.

At that time she left her mother's home with bags of baggage, moving to the Clairmont Hotel.

Mrs. Hutchins has been three times married. Her first husband was Edward Mohler, a New York railroad director. She then married Conte de Las-tazzi, Solange's father, an Italian nobleman. Her third husband was Walter Hutchins, tire magnate.

Meridian Mansions' Rents Cut  
95 TENANTS  
PROFIT BY  
DECISION

Senators and Congressmen  
Among Those Affected in  
Fashionable Apartment.

In one of the most important decisions handed down since its organization, the District Rent Commission today held that rent charged for some apartments and rooms in the Meridian Mansion, 2400 Sixteenth street northwest, were "unfair and unreasonable."

The commission ordered an immediate reduction in the rental charges of ninety-five apartments. Increases in the rentals of thirty-four apartments were ordered, the commission finding that the occupants of these apartments are not paying a reasonable rent.

Some Increases Made.  
The reductions range from \$2.50 to \$35 a month, while the increases range from \$1 to \$25.50 a month.

Senator John B. Kendrick of Wyoming, who occupies apartments 76, 77 and 102, was hit the hardest by the decision. His rent was increased from \$207.50 to \$300 a month.

Chief Justice Constantine J. Smyth, of the District Court of Appeals, fared best in the decision. His rent was reduced from \$260 to \$220 a month. The new rent is effective October 1, while other rentals are effective today. The chief justice was given this consideration because of certain clauses in his lease which expired recently.

Oyster's Rent Is Cut.  
The rent paid by District Commissioner James F. Oyster was reduced from \$225 to \$200 a month.

H. L. Rust, who with Kennedy Bros., Inc., operates the apartment, gave a reduction in the rent of his apartment from \$270 to \$230. H. L. Rust, Jr., son of the owner, received a reduction from \$170 to \$155.

Here are the members of Congress whose rents were increased:

Senator Kendrick of Wyoming, from \$165 to \$185; Senator Thomas J. Walsh of Montana, from \$105 to \$120; Senator A. A. Jones of New Mexico, from \$200 to \$225; and Congressman C. S. Briggs of Texas, from \$37.50 to \$40.

Following are the members of Congress whose rents were reduced:

Senator Henry W. Weyers of New Hampshire, from \$240 to \$205; Senator R. P. Ernst of Kentucky, from \$200 to \$185; Senator F. R. Gooding of Ohio, \$220 to \$195; Senator C. A. Culbertson of Texas, from \$407.50 to \$350; Congressman E. G. Ten Eyck of New York, from \$85 to \$50; Congressman A. T. Treadway of Massachusetts, from \$290 to \$230; and Congressman Bertrand H. Snell of New York, \$335 to \$275.

John H. Bartlett, member of the Civil Service Commission, received a reduction from \$165 to \$160; Gen. Lansing H. Beach, from \$240 to \$195; Bates Warren, from \$22.50 to \$20; Justice J. H. Clark, from \$290 to \$230.

In announcing its decision, the commission stated that the entire annual revenues of the apartment under the new rates would be \$250,000.

Allowed Deportation  
Stay To Visit Her  
Sick Sister



Marion Youseff, seventeen years old, who landed in Boston, was allowed temporary entrance to the United States, when immigration authorities permitted her freedom of the city to pay a New Year visit to her younger sister, who is in a hospital in Boston. She has been granted a ten-day stay, when she will be deported to Poland.

CLUBMAN SUED  
FOR \$12,150 OF  
MAGAZINE FUND

Preston Gibson, of Washington and New York, Alleged to Have  
Used Company's Cash.

By International News Service.  
NEW YORK, Dec. 30.—Preston Gibson, playwright and clubman, of New York, Washington and Newport, has been named defendant in a supreme court suit to recover \$12,150 alleged to be due the Marine Magazine Company. Mr. Gibson was treasurer of the company from January 7 to September 29, 1919.

The complaint alleges Gibson withdrew \$13,000 of the company's money from the Harriman National Bank and converted it to his own use. When demand for payment was made by the company Gibson returned only \$550, the complaint charges.

Gibson married Mrs. Beatrice M. Benjamin Pratt, divorced wife of Lieut. Dallas Bache Pratt, U. S. N., in October, 1919. Mrs. Gibson is a cousin of Mrs. Enrico Caruso and a granddaughter of the late H. H. Rogers, oil magnate, from whose estate she receives a substantial income.

BRITISH TO ARM SHIPS  
DESPITE "SUB" RULES

GERMANY'S  
'RAFFLES'  
A WOMAN

"Dashing Dora" Leader of Gang  
Who Stole Millions and Ship-  
ped Loot to U. S.

By International News Service.  
BERLIN, Dec. 30.—The most sensational "Raffles" case in German crime annals has been revealed through the arrest of five women and two men. High government officials are reported to be implicated, and it is said that the worst police graft scandal in German history may follow.

Lived Like Princes.  
The prisoners are charged with robbing Berlin's largest luxury stores over a period of four years, obtaining goods worth ten million marks. They lived like princes and mingled with the best society.

Most of the booty was shipped to Holland, and some of it is believed to have found its way to the United States.

The prisoners are Frau Dora Roeder, leader and brains of the band; her husband, Josef Roeder; her sister, Anne Foerster; a daughter, Louise Morvillat; Ludwig Huebsch, Marie Eckert, and an unnamed woman. Frau Dora is forty-four, her husband only twenty-nine.

Louise's husband is the head of a gigantic government corporation having charge of the sale and conversion of all war goods to peace uses.

Police Recover Millions.  
Morvillat was not arrested, but was charged with having knowledge of the crimes of his wife and his mother-in-law.

Loot valued at 1,000,000 marks was taken from the homes of the prisoners, notably from the luxurious abode of "Dashing Dora" in the most fashionable quarter of Charlottenburg. After the stolen goods had been collected the police station looked like a warehouse.

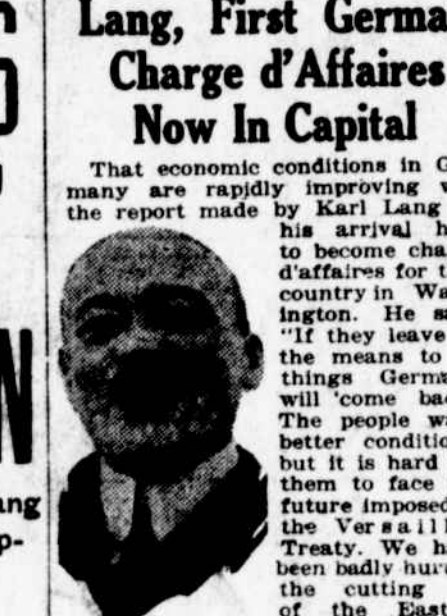
The band paid 35,000 marks in bribes to police officials a few weeks ago for pigeon-holing a case against them.

The leader of the band was caught Christmas morning as she was planning to buy stolen linens from the chauffeurs of rich families.

Dora and her women accomplices are considered the shrewdest and most brazen women thieves on record. Their booty included a porcelain dinner set of 180 pieces taken on visits on four different days to the same store, a coffee service of thirty pieces and jewelry. The pieces of the coffee service were taken in a single day. They were slipped into the bosom, pockets and sleeves of a voluminous fur coat.

Cups and cans were attached to special hooks dangling from a heavy skirt belt and hidden by the outer coat.

Lang, First German  
Charge d'Affaires  
Now In Capital



That economic conditions in Germany are rapidly improving was the report made by Karl Lang on his arrival here to become charge d'affaires for that country in Washington. He said: "If they leave us the means to do things Germany will come back. The people want better conditions, but it is hard for them to face the future imposed by the Versailles Treaty. We have been badly hurt by the cutting off of the Eastern provinces completely."

Lang, who is going outside for food we formerly supplied ourselves. Germany could not pay the reparations demanded even in the days before the war let alone now. We have tried to export goods. Many countries have barred our merchandise. So we bought foreign. That lowered the mark."

Base Position on Experiences in  
War of Disregard of "Humane"  
Conventions.

By GEORGE R. HOLMES.  
International News Service.  
So long as submarines—"the assassins of the sea"—are permitted to form an integral part of the world's navies, Great Britain's naval strength will be measured by her great fleet of merchant vessels.

An official spokesman for the British delegation indicated this determined policy of Great Britain today by saying Britain would never send her merchant ships to sea unarmed in wartime, regardless of the restrictions which the Washington conference places on the uses of submarines in warfare.

Britain to Fight for Trade.  
While Great Britain wants to see the submarine legally outlawed by the Washington conference, and her delegates went into today's session to wage a determined fight for it, she nevertheless would not be prepared to risk her merchant vessels on any agreement which the powers may evolve.

Experience in the world war taught the lesson, it was said, that nations are liable to fight with any weapon they possess in any way they can, international law or no international law, when they get their "backs to the wall."

Discussions over the submarine restrictions and a possible ratio of air-borne carriers were taken up when the powers met again today at 11 o'clock today. An informal ratio of 5-3-3-2-2 has been proposed in airplane carriers, but the French are not prepared to accept this without reference to Paris again, and it was considered doubtful whether the proposal would be pressed.

Balfour to Sail January 14.  
Indications were forthcoming today that the principal work of the conference will be completed within the next two weeks. A. J. Balfour, head of the British delegation, will sail for home on January 14.

While it is not expected all of the details of the conference will be cleared up by that time, what will be left will be of minor importance, and can be attended to by the ambassadors in Washington.

It is understood Mr. Balfour wants to be home in time to prepare for the economic and financial conference in Europe, which is to follow the meeting of the allied supreme council in Cannes next week.

May Limit Size.  
Only minor limitation projects remain to be considered. One is the proposal of the American Government to limit auxiliary naval craft to 10,000 tons in size. Another is also an American suggestion, that the ratios of airplane carriers be approximated on the same general lines of the capital ship agreement, with 80,000 tons each for the United States and Great Britain, and 45,000 tons for Japan. This proposal has not been formally disposed of yet, but there is every indication that it will go by the boards along with the other limitation projects.

The naval powers met again today behind the closed doors of the Pan-American building to continue the discussions over the Root resolution, the acceptance of which, in its present form, would virtually outlaw the submarine and prevent its use against commercial vessels.

Having failed to attain their first aim, on of the submarine, and having also failed to attain their second aim, the limitation of undersea craft, the British are now concentrating every effort at the out-

DELEGATES  
INSISTENT  
ON GUARD  
FOR TRADE

MD. SCHEME FOR  
RECIPROCITY TO  
BE CONSIDERED

City Officials Agree to Weigh  
Gas Tax Proposal Very  
Carefully.

The District Commissioners today promised Maryland highway officials that they would take under consideration the plan proposed by Maryland authorities which would eventually reduce the motor registration in Maryland.

The plan proposed by the Maryland officials and which will be presented to the Maryland legislature next month provides for a tax of 1 cent a gallon on gasoline from October, 1922, to October, 1923. From October, 1923, a 2-cent tax per gallon on gasoline is proposed and then a reduction in registration will be brought about.

Want Law Enacted.  
The Maryland officials requested the District Commissioners to use their efforts to have Congress enact a law to put the same plan in operation in the District of Columbia.

Col. Charles Keller, Engineer Commissioner for the District is understood to have proposed the proposition, saying that Maryland authorities, before coming to the District with any proposition should come with "clean hands."

Colonel Keller's idea is that District motorists have been discriminated against for many years and that Maryland will be a business in now that the proposed tax in the away from the gasoline stations in nearby Maryland towns and that the Maryland officials are trying to avert this by having the District of Columbia enact the gasoline tax which will equalize things.

Motorists in the District, it is expected, will bitterly oppose any action to enact a gasoline tax, for the reason that the District's burdens are already excessive."

It is also pointed out that with a tax in Maryland and the District of Columbia that the gasoline business in Virginia will do a rushing business in reaching Virginia gas stations.